

engine is detected,” (*Office Action*, p. 3) recited in claims 1-10, and the feature wherein “a cylinder suspension of the engine is prohibited when an abnormality in an operation state of an active anti-vibration supporting device is detected” (*Office Action*, p. 4) as recited in Claims 11-20. The Office Action asserts that Tanaya cures the admitted deficiencies of Nemoto with respect to Claims 1-20.

Tanaya discloses a knock control apparatus for an internal combustion engine that includes a knock detector for extracting a vibration component superposed on an ion current, and waveform shaping the extracted vibration component at a predetermined knock judgement threshold value to generate a train of knock pulses Kp of which the number of pulses indicates an intensity of a knock generated in the internal combustion engine; and an engine control unit for counting the number of pulses N in the knock pulse train Kp output from the knock detector, and judging, based on the number of pulses N, whether a knock is occurring; wherein the engine control unit performs a knock control, such as by generating an amount of retardation amount by which ignition timing of the internal combustion engine is retarded. See Col. 8, ll. 24-32, Col. 10, ll. 43-55, and Col. 11, lines 39-43.

With respect to independent Claim 1, Applicants respectfully note that the characterization by the Office Action of the passage in Tanaya, Col. 9, ll. 6-15, is misdirected. The passage does not teach or disclose that the knock control apparatus is prohibited when an abnormality in an operation state of the engine is detected. Rather, the passage simply reiterates that the process of knock control is prohibited when the frequency of abnormalities exceeds a predetermined value. The knock control is controlled by the engine control unit. The engine control unit continues to

function, as does the knock detector portion of the knock control apparatus, even after an event in which abnormalities are detected. As stated in the cited passage, "knock detection can be made even immediately following sporadic noise." As such, Applicants submit that prohibiting the process of knock control by the engine control apparatus in Tanaya does not correspond to prohibiting the knock control apparatus itself or, for that matter, the engine control apparatus or the knock detector. In fact, Applicants submit that Tanaya teaches away from the feature recited in Claim 1. In Tanaya, the engine may, indeed, be safer during a time of abnormality, but the knock control apparatus and the knock detector continue to operate and are not prohibited when an abnormality in an operational state of the engine is detected, as asserted by the Office Action on page 3.

As such, the Applicants respectfully submit that it would not be obvious to modify the vibration device of Nemoto with the knock control apparatus of Tanaya to arrive at the feature of an active anti-vibration supporting device that is prohibited when an abnormality in an operational state of the engine is detected, as recited by Claim 1, because Nemoto and Tanaya do not teach such a feature. Therefore, Applicants respectfully submit Claim 1 is allowable for the above-described reasons. Claims 2-10 depend from Claim 1. It is respectfully submitted that these dependent claims be deemed allowable for the same reasons Claim 1 is allowable, as well as for the additional subject matter recited therein.

With respect to independent Claim 11, the Office Action relies on the same passage in Tanaya, Col. 9, ll. 6-15, to cure the admitted deficiencies of Nemoto. Applicants respectfully note that Claim 11 recites an abnormality in an operational state of the active anti-vibration supporting device is detected and cylinder suspension of the

engine is then prohibited. The relevant passage in Tanaya is directed to the frequency of abnormalities detected in which the number of knock pulses exceeds a particular value. Tanaya does not disclose, teach or suggest any aspect of controlling the cylinder suspension of an engine in the event that the knock control apparatus itself experiences an abnormality while in an operational state.

As such, the Applicants respectfully submit that it would not be obvious to modify the vibration device of Nemoto with the knock control apparatus of Tanaya wherein cylinder suspension of the engine is prohibited when an abnormality in an operational state of the active anti-vibration supporting device is detected, as recited by Claim 11. Therefore, Applicants respectfully submit Claim 11 is not obvious in view of Nemoto and Tanaya, and should therefore be deemed allowable for the above-described reasons. Claims 12-20 depend from Claim 11. It is respectfully submitted that these dependent claims be deemed allowable for the same reasons Claim 11 is allowable, as well as for the additional subject matter recited therein.

Withdrawal of the rejections is respectfully requested.

Conclusion

In view of the foregoing, Applicants respectfully request reconsideration of the application, withdrawal of the outstanding rejections, allowance of Claims 1-20, and the prompt issuance of a Notice of Allowability.

Should the Examiner believe anything further is desirable in order to place this application in better condition for allowance, the Examiner is requested to contact the undersigned at the telephone number listed below.

In the event this paper is not considered to be timely filed, the Applicant respectfully petitions for an appropriate extension of time. Any fees for such an extension, together with any additional fees that may be due with respect to this paper, may be charged to counsel's Deposit Account No. 01-2300, **referencing attorney docket number 107348-00393.**

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'W.D. Doyle', written over a horizontal line.

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